



PROJECT MANAGER FORCE PROJECTION

2012 ENFORCE

COL Eric Fletcher
Project Manager,
Force Projection

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PEO CS&CSS Organization

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~350 Systems



Deputy PEO
Mr. Thomas Bagwell, Jr.



Program Executive Officer
Mr. Kevin Fahey



Deputy PEO AL&T
COL Robert Schumitz



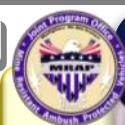
116 Systems

Force Projection
PM: COL Eric Fletcher
DPM: Mr. Steve Roberts



87 Systems

Joint Combat Support Systems
PM: COL William Boruff
DPM: Mr. Dennis Mazurek



50 Systems

Mine Resistant Ambush Protected Vehicles
PM: Mr. Carl Owens
DPM: COL Jeffrey Carr



88 Systems

Tactical Vehicles
PM: COL David Bassett
DPM: Mr. Tony Shaw



PdM Bridging
LTC Benny Shepard



PdM Combat Engineer/Material Handling Equipment
LTC Nelson Glenn Kerley, Jr.



PdM Force Sustainment Systems
LTC James Tuten



PdM Petroleum & Water Systems
COL Dariel Mayfield



PdD Army Watercraft Systems
Ms. Shannon Tighe



PdM Armored Security Vehicles
LTC Steve Wall



PdM Sets, Kits, Outfits & Tools
LTC Eric Rannow



PdD Test, Measurement, & Diagnostic Equipment
Mr. George Mitchell



PdD Horizontal Technology Integration
Mr. Fred Williams



PdD Non Standard Vehicles
LTC Graham Compton



PdM MRAP-ATV
LTC Kevin Geisbert



PdM Joint Logistics
LTC John O'Neill



PdM MRAP Vehicle Systems
LTC Andrew Oderkirk



PdM Assured Mobility Systems
Mr. Kenneth Wojcik



PdM (s) Joint Light Tactical Vehicles
Mr. Mark McCoy (USA)
LtCol Michael Burks (USMC)



PdM Light Tactical Vehicles
Mr. Dennis Haag



PdM Medium Tactical Vehicles
LTC Shane Fullmer



PdM Heavy Tactical Vehicles
LTC Paul Shuler



PEO CS&CSS Portfolio

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350+ Systems



Force Projection

Bridging

- Bridges / Bridge Erection Boat
- Bridge Transporters
- M9 Armored Combat Earthmover / Assault Breacher Vehicle / Joint Assault Bridge

Combat Engineer/Material Handling Equipment

- Container Handling Equipment
- Loaders
- Cranes
- Dozers
- Excavators

Force Sustainment Systems

- Cargo Airdrop Systems
- Combat Feeding Systems
- Field Service Systems
- Force Provider & Base Camps
- Shelter Systems & Heaters
- Mortuary Affairs Equipment

Petroleum & Water Systems

- Fueling Systems
- Water Systems

Army Watercraft Systems

- Causeway Systems
- Barge Derricks
- Tugs
- High Speed Vessels
- Lighterage



Joint Combat Support Systems

Sets, Kits, Outfits & Tools

- Sets, Kits & Outfits
- Engineer Combat Support Eq
- Diving Equipment
- Shelter Mounted Sets, Kits & Outfits
- Shop Set Equipment

Test, Measurement, & Diagnostic Equipment

- Integrated Family of Test Equipment (IFTE) At Platform Test Systems
- Common Embedded Diag.
- Calibration Sets (CALSETS)
- IFTE Off Platform Automatic Test Systems
- General Purpose Electronic Test Equipment (GPETE)
- Maintenance Support Device (MSD-V3)
- Next Generation Automatic Test Station (NGATS)

Non-Standard Vehicles

- Light Tactical Vehicles (LTV)
- Medium Tactical Vehicles (MTV)
- Sport-Utility Vehicles (SUV)
- Buses
- Trailers

Armored Security Vehicles

- Armored Security Vehicle



Mine Resistant Ambush Protected Vehicles

Assured Mobility Systems (Army Program)

- Buffalo (MPCV)
- JERRV/Cougar
- Husky (Vehicle Mounted Mine Detector (VMMD))
- RG31
- RG-33/Panther (MMPV)

MRAP All Terrain Vehicle (Joint Program)

- M-ATV

MRAP Vehicle Systems (Joint Program)

- Navistar MaxxPro
- GDLS RG-31
- BAE-TVS Caiman
- BAE RG-33 SOCOM
- BAE RG-33 SOCOM AUV
- BAE HAGA
- BAE RG-33L
- FPI Cougar (Cat I & II)
- FPI Buffalo

Joint Logistics & Sustainment (Joint Program)

- MRAP/M-ATV Logistics



Tactical Vehicles

Joint Light Tactical Vehicles

- Technology Development phase
- 3 prototype contracts
- Engineering & Manufacturing Development (EMD) Phase
- MS B-2011

Light Tactical Vehicles

- HMMWV Family of Vehicles
- UAH Safety Enhancements
- HEAT Trainer

Medium Tactical Vehicles

- Family of Medium Tactical Vehicles (FMTV)
- Tractor Trailer

Heavy Tactical Vehicles

- Heavy Expanded Mobility Tactical Truck (HEMTT)
- M915 Family of Vehicles & Trailers
- Heavy Equipment Transport (HETS)
- Container Handling Unit (CHU)
- Palletized Load System (PLS)
- Joint Recovery And Distribution System (JRADS)

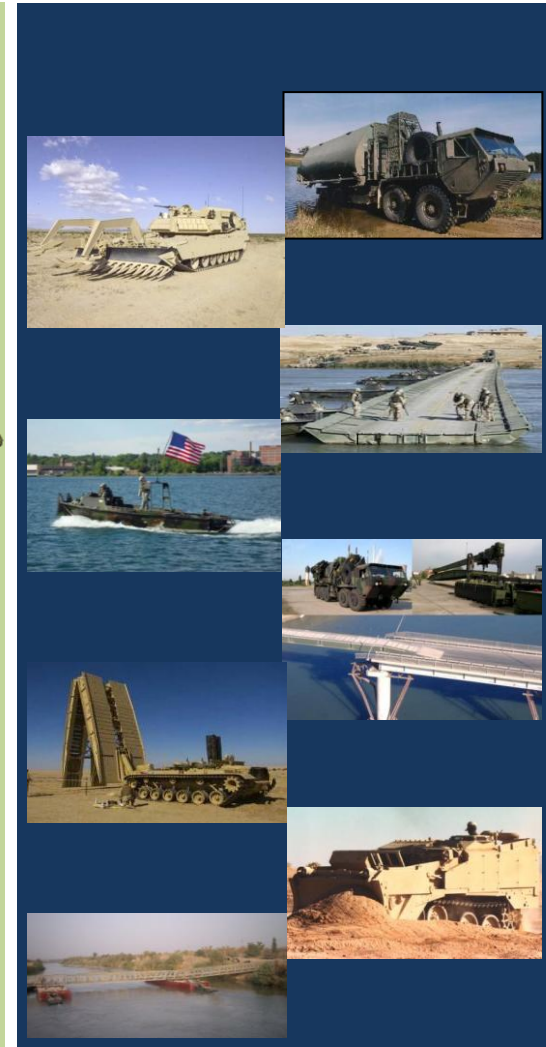
PdM CE/MHE



PdM SKOT



PdM Bridging





Product Manager Bridging

PM – LTC Benny Shepard

DPM – Don Paskulovich



LOCB • DSB • BEB • IRB • CBT • MGB • IBC • BAP • LAGCC • M9ACE • JAB • AVLB • ABV • REBS • WOLVERINE • LOCB (ONS)





Bridging ~ *Product Manager*

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MISSION

The PM Bridging Team is committed to develop, acquire, field, and sustain, gap crossing solutions that meet the Warfighters requirements.

VISION

The recognized world class leader in providing innovative cap crossing capability to the Warfighter.

Product Manager

LTC Benny L. Shepard Sr.

Deputy PM: Mr. Don Paskulovich

SYSTEMS

- Assault Breacher Vehicle (ABV)
- Armored Vehicle Launched Bridge (AVLB)
- Bailey Bridge
- Bridge Adapter Pallet (BAP)
- Bridge Erection Boat (BEB)
- Common Bridge Transporter (CBT)
- Dry Support Bridge (DSB)
- Improved Boat Cradle (IBC)
- Improved Ribbon Bridge (IRB)
- Joint Assault Bridge (JAB)
- Line of Communication Bridging (LOCB)
- Medium Girder Bridge (MGB)
- M9 Armored Combat Earthmover (ACE)
- Rapidly Emplaced Bridging System (REBS)
- Standard Ribbon Bridge (SRB)
- Wolverine Heavy Assault Bridge





Assault Bridging Systems

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Joint Assault Bridge (JAB): Provide the Army Heavy Brigade Combat Team with a survivable, deployable and sustainable heavy assault bridging capability.

Performance: Mobility, transportability, survivability and force protection similar to M1A1 Abrams tank . Utilizes the 19 meter, MLC70 Armored Vehicle Launched Bridge (AVLB) scissor bridge. Crew: 2 Soldiers.



Assault Breacher Vehicle (ABV): Provide an in-stride breaching capability to the HBCT that can keep pace with the armored maneuver force and provide force protection for a 2-man crew. Breach complex and explosive minefields and obstacle belts to allow follow-on of all HBCT assets through the breach. New capability in HBCT 2nd Generation Engineer Companies

Performance: M1A1 chassis, with Tiger Engines, Linear Demolition Charge systems (capable of firing two MICLICs), Lane Marking Systems (LMS), Front End Equipment (Full Width Mine Plow, Combat Dozer Blade), Integrated Vision System (IVS) for day / night . Crew: 2 Soldiers.



Rapidly Emplaced Bridge System (REBS): Provide expedient, highly mobile gap-crossing capabilities to Stryker Brigade Combat Teams (SBCT) in theater, supporting strategic military assault and tactical traffic.

Performance: Has a 4.3 meter roadway width and requires little or no site preparation. 13 meter gap span. Supports up to MLC 50 caution wheeled/tracked vehicles. Launch Time: 10 minutes (daylight). Crew: 2 Soldiers (Build or Retrieve)



M104 Wolverine Heavy Assault Bridge: The M104 Wolverine is an armored vehicle designed to carry, emplace, and retrieve an assault bridge capable of crossing 24 meter gaps and supporting loads up to the M1A2 SEP main battle tank.

Performance: Wolverine is an M1A2 SEP tank chassis with a bridge launch mechanism instead of a turret, it shares virtually all of the parent vehicle's speed, mobility and survivability. Launch time: < 5 minutes, retrieval time < 10 minutes. Crew: 2 Soldiers



Armored Vehicle Launched Bridge (AVLB): Provides the heavy armor maneuver force an in-stride assault bridging capability for natural and man-made gaps of up to 18 meters.

Performance: M48A5 or M60 A1 chassis, 19 meter scissors launched bridge (MLC 60 and MLC 70 versions), MLC 70 bridge being upgraded to MLC 85. Chassis with the Hydraulic and Electrical Upgrade (HEU) provide faster launch and retrieve times, increased reliability & maintainability, eliminates hydraulic system obsolescence problems. Crew: 2 Soldiers



M9 Armored Combat Earthmover (ACE): Mobility, Counter mobility, Survivability digs fighting positions, breaches berms, prepares anti-tank ditches, prepares combat roads and access routes, removes roadblocks.

Performance: Highly mobile, fully tracked armored earthmover. Hull is welded aluminum. Front of vehicle features an 8.7 cubic yard bowl, apron, and dozer blade. Utilizes hydro-pneumatic suspension. Crew: 1 Soldier





Tactical Bridging Systems

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M1977A2 Common Bridge Transporter (CBT): The CBT is used to transport, launch and retrieve all float bridge equipment and transport all dry spanned bridging equipment. Also transports the Rapidly Emplaced Bridge System (REBS).

Performance: HEMTT mobility and C-130 Transportable. Launch time for float bridge < 1 minute. Launch time for bridge erection boat < 5 minutes. Interfaces with the Palletized Load System Trailer (PLST) with Draw bar extension, Bridge Adapter Pallet (BAP), Improved Boat Cradle (IBC) and the M3 Container Roll-in/Out Platform (CROP) for multi-mission flexibility.



Bridge Erection Boat (BEB): Provides propulsion and maneuver capability during wet gap crossings. Assembles and propels ribbon bridge rafts. It also provides short-term anchorage, (holding full-closure bridges in position for maneuver force crossings), soldier transport, diving and river patrol operations.

Performance: 27 foot aluminum hull boat (new design dependent), twin engine, twin jet propulsion. Launched and retrieved from CBT using an improved boat cradle. Launch time < 5 minutes. Provide temporary anchorage using IRB and/or SRB. Crew: 2 Soldiers (operator and crewman)



Improved Ribbon Bridge (IRB): Provide a continuous roadway of up to 210 meters or raft capable of crossing assault or tactical vehicles within the maneuver force over non-fordable wet gaps. The bridge bays (interior and ramp) are the major components of the IRB System.

Performance: The IRB system is a modular, aluminum alloy, continuous floating raft/bridge system consisting of Interior & Ramp Bays that are transported, launched and retrieved by a CBT with a Bridge Adapter Pallet. ~ One bay is 22-foot section of bridge



Dry Support Bridge (DSB): The DSB system provides a highly mobile, truck-mounted (CBT), horizontally launched bridge system that supports up to MLC 100 (wheeled) or MLC 80 (tracked) vehicles over gaps up to 40 meters.

Performance: Requires little or no site preparation. Has a 4.3 meter roadway width. Launch time is under 90 minutes. Crew: 8 Soldiers (build or retrieve)



Line of Communication Bridge (LOCB): Restore and Maintain Line of Communication routes in theater, supporting both civilian and military traffic.

Performance: 0 – 300 meter (m) gap span, both dry gap and float configurations and a 4.2 meter roadway width. MLC 85(track)/100(wheel) capacity, launch time is 50 m/8 hours and requires MHE or power tools to construct. Transportable by land, sea or air, including US military cargo aircraft. Crew: 29 Soldiers





Bridging Future Opportunities





Light Assault Gap Crossing Capability (LAGCC)

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Mission

The LAGCC is a rapidly deployable/retrievable family of bridging assets and provides the capability to maintain freedom of maneuver through high tactical mobility.

General: The LAGCC enhances the performance of all vehicles in the IBCTs and the MACs by providing the only tactical employed gap crossing capabilities. Supports decisive actions in terrain ranging from open to urban and complex. There are no current systems organic to the BCTs or MACs that would provide these capabilities.

- **Type I: (*infantry foot bridge*)**

- Dry span: 20m(T) – 50m(O); Wet span: 30m(T) - 50m(O)
- Load capacity to support the crossing of 3ea Soldiers (1,200 lbs)
- Launched/retrieved with a crew of 6ea soldiers within 30 minutes

- **Type II (*vehicle launched, light assault bridge*)**

- Span 1.5m – 8m (T); 1.5m – 16m (O)
- Load capacity of MLC 50(T) – 70(O)
- Launched/retrieved with a crew of 3ea Soldiers within 15 minutes

- **Type III (*amphibious bridge and raft system*)**

- Span gaps up to 18 meters as single system and 100m with no more than six vehicles
- Load capacity of MLC 85 Tracked / 120 Wheeled (T); MLC 95 Track/130 Wheel (O)
- Raft vehicles in currents up to 6 feet per second (T); 8 feet per second (O)

Status

- 2QFY12: Released 2nd round of Market Survey Questionnaires.
- 3QFY12: MSCoE revise CPD in coordination with PM-Bridging based on MSQ results
- Future: CPD approved through HQDA





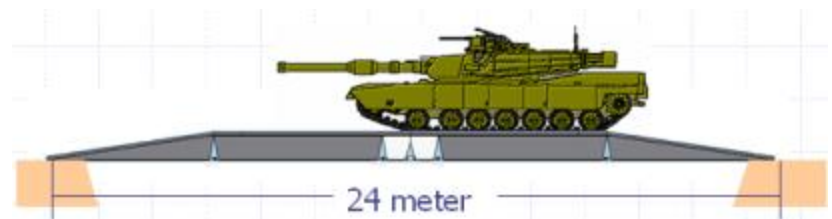
Lightweight Composite Bridge

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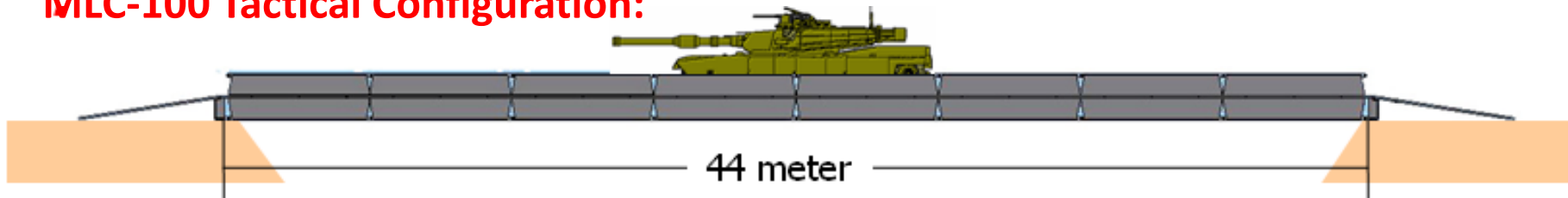
Benefits of Composites

- Lightweight
- Reduced burden on transport vehicles (highway/ air/ sea)
- Improved Launcher Durability
- High Strength-to-Weight/ Stiffness-to-Weight Ratio
- Lighter than metallic bridge of same design while maintaining a potentially greater MLC
- Higher “Fatigue Life” than metallic’s

MLC-100 Assault Configuration:



MLC-100 Tactical Configuration:





QUESTIONS?

LTC Benny L Shepard
PM Bridging Systems

Benny.l.shepard.mil@mail.mil

586-282-7690 DSN 786-7690

Don Paskulovich
DPM Bridging Systems

Donald.r.paskulovich.civ@mail.mil

586-282-7641 DSN 786-7641

